

Mr. K. R. Narayana Aiyar: About 7 to 8 years.

Mr. M. Govindan: May I know whether Government will give grants to companies registered for the purpose of cultivating Beedy trees?

Mr. K. R. Narayana Aiyar: I am not in a position to give an answer now.

Mr. James Fletcher: In view of the fact that Government have already taken action in bringing this resolution to success, I beg permission to withdraw the resolution.

The resolution was, by leave, withdrawn.

The following resolution was not moved :—

“Mr. A. Easwara Pillai: *This Council recommends to Government that a Transport Board be constituted, consisting of members of the Legislative bodies and officers of the Transport Department, to supervise and control the working of the Transport Department.*”

RESOLUTION RE: APPOINTMENT OF A PORTER TO STATE TRANSPORT BUSES.

Mr. T. K. Kittan (*Vaikom, Kottayam and Changancherry cum Peermade*): സാർ, താഴെപറയുന്ന പ്രമേയത്തെ ഈ സഭയുടെ പര്യാലോചനക്കായി ഞാൻ സമർപ്പിച്ചുകൊള്ളുന്നു.

“ഗവണ്മെൻറു ഓൻസ്പോർട്ടു ബസ്സുകളിൽ യാത്രചെയ്യുന്നവരുടെ ലഗേജ്കൾ കയറുന്നതിന്നും ഇറക്കുന്നതിന്നും ഓരോ ബസ്സിലും ഓരോ പോർട്ടറെ ‘പോർട്ടർ’ എന്ന ബാഡ്ജ് കൊടുത്തു യാത്രക്കാരിൽനിന്നും കൂലിവാങ്ങാൻ വ്യവസ്ഥചെയ്തു നിയമിക്കണമെന്നു ബഹുമാനപ്പെട്ട ഗവണ്മെൻറിനോടു ഈ യോഗം ശുപാർശ ചെയ്യുന്നു.”

[*This Council recommends to Government that a healthy porter with the badge “Porter” be appointed in each of the Government Transport Buses, for taking the luggage to and from the buses with the stipulation that remuneration for the work should be obtained from the passengers concerned.*]

ഈ പ്രമേയത്തിനു ഒരു വിശദീകരണം ആവശ്യമുണ്ടെന്നു തോന്നിപ്പോയി. ഓൻസ്പോർട്ടു ബസ്സുകളിൽ പെട്ടിയുംപ്രമാണവും കൊണ്ടു യാത്രചെയ്തിട്ടുള്ള എല്ലാവർക്കും ഈ ബുദ്ധിമുട്ടിനേപ്പറ്റി നല്ലവണ്ണം അറിയാം. ഇപ്പോൾ വളിരിരിക്കുന്ന വ്യവസ്ഥ കൺഡക്ടർമാർ സാമാന്യം കയറുകയും ഇറക്കുകയും ചെയ്യണമെന്നാണ്. അതു അവരെക്കൊണ്ടു സാധ്യമല്ലെന്നു ഞാൻ അഭിപ്രായപ്പെടുന്നു. ഒരു തോളിൽ പണം ഇടുന്നതിനുള്ള തോൽസഞ്ചി. മറ്റേ തോളിൽ അഞ്ചെട്ടറാ

RESOLUTION RE : APPOINTMENT OF A PORTER TO STATE TRANSPORT BUSES. 603

ഞാൻ വരുന്ന പഞ്ചാംഗ് മെഷീൻ, ഒരു കള്ളൽ എടുത്തു റാഞ്ചൽ ഷൺ വരുന്ന ടിക്കറ്റുവയ്ക്കുന്ന ചട്ടക്കൂട്, രണ്ടു വിഭാഗങ്ങളിൽ കൂലിവിവരപ്പട്ടികച്ചുരുൾ, വലതുകയ്യിൽ ഒരു പെൻസിലും ബസ്സ് നിർമ്മാണത്തിന് ഉത്തരാനുള്ള വിസിലും, ഇങ്ങനെയൊന്നു ബസുകളിൽ കൺഡക്ടർമാർ നിൽക്കുന്നത്. അവർക്കു ഇവിറ്റാൻപോലും അനുവാദമില്ലത്രേ. ഇവർ ഗ്രാഡുവെറുമാണോ, ഇവർ ബസ്സുകളിൽനിന്നും താഴെ ഇറങ്ങി ആരേഴുപടിയുള്ള ഗോവേണികയറി പെട്ടെന്നും മറ്റും എടുത്തു തരണമെന്നു പറഞ്ഞാൽ അതു സാധിക്കുന്ന കാര്യമല്ല. അധികാരം വച്ചുകൊണ്ടു പറയുകയോ ഭയപ്പെടുത്തുകയോ ചെയ്യാമെന്നല്ലാതെ കാര്യസാധ്യം ഉണ്ടാകുന്നതല്ല.

President : I think the House will be indebted to the honourable member for his picturesque description. I believe action has been taken in this matter. Is it seconded?

Mr. Kochikal P. Balakrishnan Tampi : Yes Sir, I second it.

Mr. Thomas Chandy Mukkadan : സർ, ഒരു സംശയം

President : It is hardly necessary. Action has already been taken.

Mr. Thomas Chandy Mukkadan : മാത്രക്കാരോട് കൂലിവാങ്ങിക്കുന്നതിന് ഒരു നിശ്ചിതമായ നിരമമില്ലെങ്കിൽ കഷ്ടം ഉണ്ടാവുകയില്ലേ?

Mr. T. K. Kittan : നാം സാധാരണ യാത്രചെയ്യുമ്പോൾ എന്താണോ കൊടുക്കുന്നത് അതു കൊടുക്കണം ഞാൻ ഈ കേഴ്ച്ചരിച്ചു ലയിലിറങ്ങി. എന്റെ പെട്ടി കോപ്പറററിച്ച് സഭയിൽ കൊണ്ടു പോകുന്നതിന് ഒരു ചക്രം കൂലികൊടുത്തു. ചില സ്ഥലത്തു് കൊണ്ടുപോകാൻ അരച്ചുകുമ്പിയിരിപ്പും കൂലി ചിലസ്ഥലത്തു് ഒന്നരരണ്ടോ ചക്രം കൊടുക്കേണ്ടിവരും.

Mr. E. G. Salter (Director of State Transport): Sir, I think I should inform the honourable member of the method proposed to be adopted by the Transport Department to overcome the very vexed question of loading and unloading of passengers' luggage. We tried the experiment when the scheme was first introduced, of appointing parcel-clerks in every bus. We found that they resolved themselves soon into the position of assistant conductors. The conductors themselves sat in the back-seats of the

[Mr. E. G. Salter.]

buses and directed the parcel-clerks to collect the money and attend to other things which formed the ordinary work of the conductors, thereby defeating the very object for which the parcel-clerks were appointed. When such a state of affairs became manifest, the parcel-clerks were withdrawn from the buses and.....

Mr. M. K. Ananthasiva Aiyar: Is it not because these people were given the designation "*Parcel-clerks*" that this difficulty arose?

Mr. E. G. Salter: It was mainly because of the fact that a few of the graduate conductors had a false sense of dignity and assumed an importance disproportionate to their authority that such a difficulty arose. Some of these graduates were at first diffident about accepting the position of bus conductors. They thought that it was a second-rate employment. It was only afterwards, when they realised that the opportunities for promotion outweighed the objections and that education was necessary to enable them satisfactorily to carry out the work, that they accepted.

Now as honourable members will know, all of our vehicles are of small capacity, (the largest seats only 25) and the carrying of a porter would mean the denying of accommodation to one passenger. Moreover, as I have already explained on another occasion, it would mean an expenditure of Rs. 1,500 per month if a porter were to be appointed in every bus. We cannot possibly do this when the cost of operation is increasing. But the suggestion of the honourable member, the mover of the resolution, certainly overcomes this objection because it advocates the appointment of unpaid porters. The method now followed is to appoint a number of porters, all of them being made to wear badges for identification purposes. A number of these porters have been installed at all important places on the routes and they have been authorised to charge not more than eight cash for each load but of course, if one is expected to carry a load a distance from or to the bus the passenger may have to pay a little extra.

Mr. T. Krishna Pillai: Are these porters appointed at various places, or are they to accompany the bus?

Mr. E. G. Salter: There are so many buses that it is not possible to appoint a porter in each bus.

Mr. Kottur Kunjukrishna Pillai: May I know what objection there is in carrying one passenger less so as to provide accommodation for a porter, especially when there are so many to hang on?

Mr. E. G. Salter: There will be one less to hang on.

Mr. Kottur Kunjukrishna Pillai: May I know whether the department is convinced of the enormous inconveniences caused to the public on account of the absence of a porter in the bus?

Mr. E. G. Salter: I am yet to be convinced of the inconvenience caused to the passengers under the present arrangement. I still say that the conductors are responsible for loading and unloading passengers' luggage.

Mr. T. K. Kittan: സായിപ്പ് പറഞ്ഞതു എന്താണെന്നു എനിക്കു മനസ്സിലായില്ല. ഇതു അനുവദിക്കാമെന്നാണോ പറയുന്നത്?

President: Honourable member must have heard his remarks. He has said that porters have been appointed with badges at various places.

Mr. T. K. Kittan: ബസ്സിൽ ഇല്ലേ? കോട്ടയത്തുനിന്നും പാപ്പാട്ടു പള്ളത്തു ഇറങ്ങേണ്ട ഒരാൾക്കു ചങ്ങനാശ്ശേരിയിൽ പോർട്ടർ ഉണ്ടായിരുന്നതുകൊണ്ട് വിശേഷമില്ല.

President: The honourable member will kindly inform the House whether he is pressing the motion.

Mr. T. K. Kittan: പ്രമേയം വോട്ടിനിടണമെന്നു ഞാൻ അപേക്ഷിക്കുന്നു.

Mr. K. K. Kuruvilla: I want to know whether instructions have been given to the conductors that they should remove the luggage for passengers from the town bus?

Mr. E. G. Salter: Definitely so. Sir, as I have remarked, I have given instructions and I do not expect these instructions to be disobeyed. But I have been told on more than one occasion that some passengers do not make use of the services of the conductors in this connection.

Mr. Kottur Kunjukrishna Pillai: May I know whether the Director concurs with the description of the conductors made by Mr. Kittan and if so whether he realises their difficulty?

Mr. E. G. Salter: Sir, what I understood from the member was that he was referring to the inconveniences which the conductors are experiencing. But if a conductor wants to get to the top of the bus in the process of loading or unloading, it is not necessary for him to take the ticket rack and other things along with him. Therefore, there cannot be much difficulty in helping the passengers in loading or unloading.

With the introduction of these porters at various points, the chances of inconvenience to the passengers are minimised except in certain wayside points where very few passengers alight or board and, in these places, the conductor must deal with the luggage.

Mr. T. Krishna Pillai: Sir, will I be in order to make amendments?

President: Not now.

The resolution was put to vote and declared lost.

RESOLUTION RE: CINCHONA CULTIVATION.

Mr. James Fletcher: My resolution is as follows:

"This Council recommends to Government that the Agricultural Department be authorised to select sites in the State where the soil and climatic conditions are suitable for successful Cinchona cultivation and to start cultivation."

Sir, as I understand, Cinchona has been cultivated in Travancore years ago. In the Kannan Devan Hills, Cinchona was cultivated by a company; but the company found it impossible to pay their share-holders any profit and therefore they were compelled to stop the cultivation in Travancore. The reason why it failed is this, namely, the variety of Cinchona tree that was planted in the Kannan Devan Hills was of an inferior kind which did not produce as much alkaloid as the Java trees yielded. So much so the company became pauper and they had to stop the cultivation of Cinchona and take to other business. Cinchona trees are still existing in various places in the hills of Travancore. Just because a bad variety was cultivated here, we were not able to produce the necessary quantity of alkaloid from those trees. It is possible to introduce other varieties which will yield as much as Java trees and we can succeed in making it a commercial proposition. Sir, I understand that an expert had been in Travancore and he has recommended strongly that the cultivation of Cinchona trees could be started in Travancore with success. And the Director of Public Health was saying that it is not necessary that alkaloid should be taken and converted into quinine for medicinal purposes. Even the bark of the trees could be used as it is without making any transformation; decoction from the bark, (കഷായം) is as good as quinine. The bark could be taken and sold in large quantities, so that people may use it. Unfortunately Travancore is not still rid of malarial scourge and we want a large quantity of Cinchona or quinine. We purchase quinine for the value of about 40 thousand rupees per year. Thus a large sum of money is being spent for the purchase of quinine. I ask why not we try to produce that quinine in Travancore by cultivating Cinchona trees? Even if we do not succeed in making it a commercial success, yet, it will give work for a large number of people. On that ground, I would support the introduction of Cinchona cultivation in Travancore.